

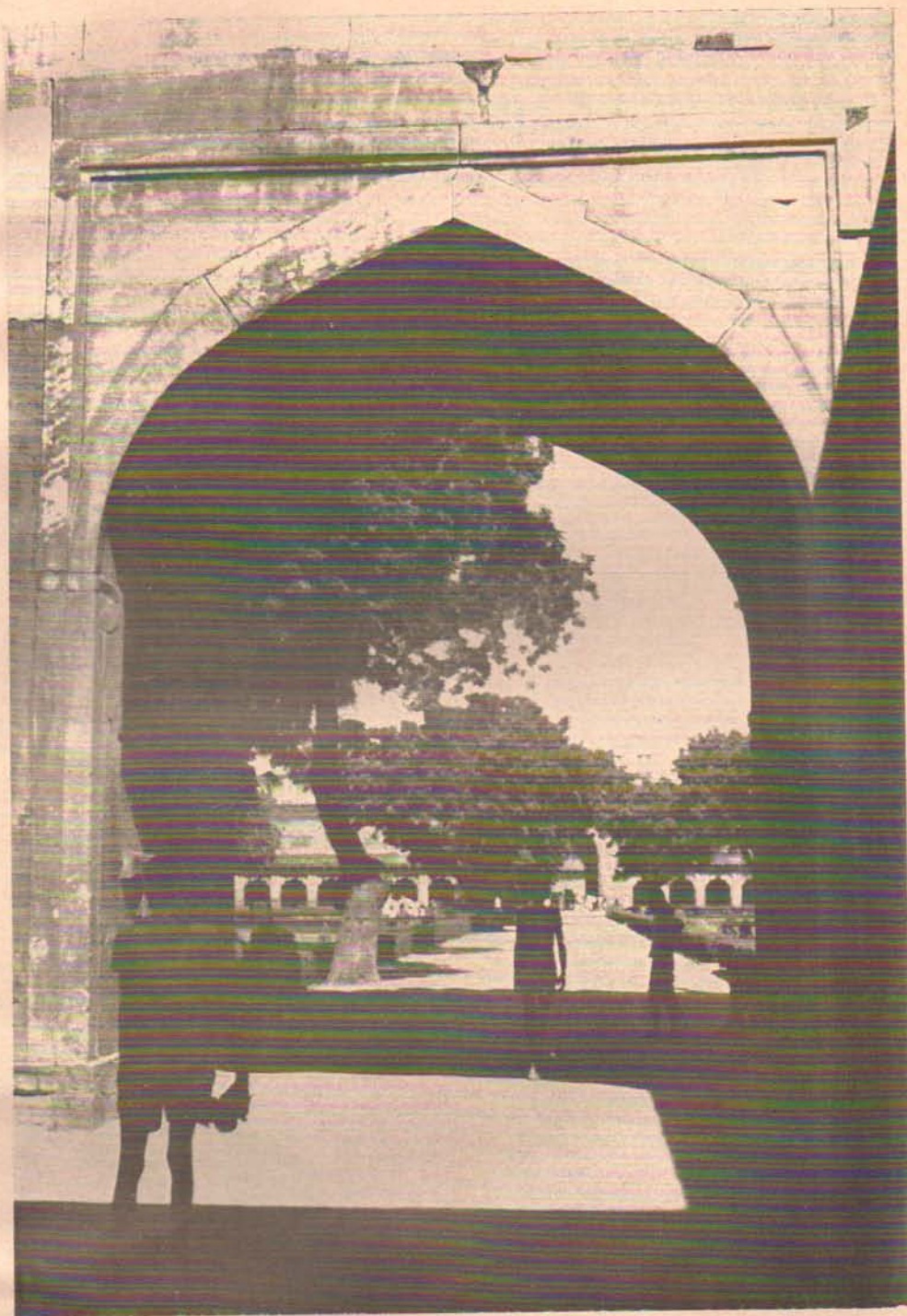


Ex-CBI Roundup

— CHINA — BURMA — INDIA —

**MARCH
1965**





INDIANS in the shadows of an archway inside the Red Fort at Agra, with huge courtyard in background. Lawns and hedges are kept neatly trimmed. This was one of the many places visited during the Roundup "Return to India" tour. (1964 Roundup photo)

EX-CBI ROUNDUP

CHINA · BURMA · INDIA

Vol 20, No. 3

March, 1965

Ex-CBI ROUNDUP, established 1946, is a reminiscing magazine published monthly except AUGUST and SEPTEMBER at 117 South Third Street, Laurens, Iowa, by and for former members of U. S. Units stationed in the China-Burma-India Theater during World War II. Ex-CBI Roundup is the official publication of the China-Burma-India Veterans Association.

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Letter FROM The Editor . . .

● **CBIers** who served in Assam may be interested to learn of the recent death in Calcutta of P. H. Williamson, the "last of the tea nabobs" in India. As chairman and managing director of Williamson Magor and Co., he was something close to a protective deity to a lakh and a half of people in 44 tea gardens strewn across Assam. Calcutta's rich and the very poor were equally represented at his funeral, and the Calcutta Statesman reports that "clerks and peons stood beside company directors." Truckloads of floral tributes represented people all over India, particularly in Assam and the Dooars, who could not themselves be present.

● **The Government** of India guide who told us in October that India is better off without television may have to change his story this year. A daily two-hour program from Delhi was scheduled to begin in January; has now been postponed until May because of a delay in arrival of the equipment and TV sets required to launch the scheme.

● **Cover picture** shows three Chinese coolies enjoying a dinner of rice, using chopsticks to put away the food. Photo by John O. Aalberg.

● **If two or three** issues of Roundup fail to arrive, it may be because you changed your address and failed to notify us. Considerable time may pass before the Post Office Department gives us the word! You can guarantee delivery of the magazine without interruption by telling us yourself without delay.

MARCH, 1965



Over 20 Years

● Was invited to the wedding of the daughter of Col. Dale LaFors (ret.), now living in Olympia, Wash. There I talked to Enid Dorton (page 15 of January 1965 issue) and was told of the "Return to India" trip. Too bad more did not go on the trip. I had not heard of Enid for over 20 years. Colonel LaFors was chief of medical supply in New Delhi. I was S4, ADMAC, at the time. We shot the breeze for quite a while. Small world!

CLARENCE G. ADAMS,
(Col. "Duke" Adams, ret.),
Natick, Mass.



BEGGAR in company street of 748th Railway Operating Battalion at Tinsukia, Assam. Photo by Dallas H. Wilson Jr.



CATHAY THEATRE in Shanghai, China. Photo by Henry A. Piorkowski.

New Chief of Staff

● CBIers should be proud to realize that one of our number, General John Paul McConnell, has succeeded General Curtis E. LeMay as Air Force chief of staff. General McConnell has been Air Force vice chief of staff since 1964 and was at one time chief of the Reserve and National Guard Division. A native of Booneville, Ark., he was graduated from the U.S. Military Academy in 1932 and received his pilot's wings at Randolph Field, Tex., the following year. In November, 1943, he became chief of staff of the China-Burma-India Air Force Training Command (provisional) at Karachi, India; and he spent the remainder of World War II in India. In 1946 he had additional service in the CBI area when he was named senior air advisor to the Chinese government, serving at the time as commander of the Air Division, Nanking Headquarters Command. He has had a number of important assignments since that time.

ANSEL CORTLANDT,
Omaha, Nebr.

Eugene Gers

● Attended funeral services in the early part of January for Eugene Gers, formerly of 1304 Engr. C.B. Gene is buried in the na-

tional cemetery at Beverly, N.J. He had been ill for several weeks before he suffered his fatal heart attack.

LOUIS DEZSO,
Maywood, N.J.

EDNA L. GOHEEN,
Portland, Ore.



CHINESE COOLIES carry water to shower system of 373rd Bomb Squadron at Luliang, China. Photo by Robert C. Smith.

Reunion of CBIers

● Recently I had the pleasure of visiting with two former WAC friends with whom I traveled to India to CBI Headquarters in 1944 on the General A. E. Anderson. Frances Johannigman, formerly of Ohio, has been working with the Civil Service and is now located in Portland. We met for a few hours with Bea Freiman, formerly of Seattle, who has worked for four years with her son in a big insurance company in Australia. She was en route to Hawaii where she was transferred by the insurance company. You do a marvelous job of gathering information and interesting CBI material.

EX-CBI ROUNDUP



SOLDIER stops for a rest in the ruins of a Burmese temple. Photo by H. Clausen.

Only on Sentimentality

● "The Fabulous Flemings of Kathmandu," by Grace Nies Fletcher, is recommended as an example of selfless devotion to duty; "Annapurna," by Maurice Hertzog, as an example of raw human courage; and the "adoption" of small Asiatic children as a source of deep personal satisfaction. Since leaving "our part of the world," I have continued to be interested in everything about it. I have read as many books as could possibly be found on the subject, and have been foster mother to eight children (seven Chinese and one Indian) over the past five years. Now a question enters my mind—not for the first time. Just what psychological reason is there that causes a small magazine to hold so many expectations, so much fascination over so many years, when quite a bit of the reading matter has consisted of letters from people one never really heard of? Is it that one is always expecting and hoping to see a familiar name, share an almost familiar experience, find a camaraderie that existed and can now only be sought in a small and dear magazine? Perhaps there is an answer somewhere. If so, I have not

been able to find one based on cold logic, only on sentimentality, of which I

have more than my share. What about you? (P.S.—Thank you kindly, Mr. Fudge of Oklahoma (January 1965 issue), for responding to my suggestion. One truly lives and learns, but at what a cost sometimes!)

FRANCES E. VINES,
Salisbury, N.C.

Ever Since 1948

● Have been reading Ex-CBI Roundup since September 1948 and enjoy it as much now as then.

FRED W. MOORE,
Bisbee, Ariz.

More Pictures

● Am still mighty pleased with Ex-CBI Roundup. Would like to see more pictures from the war years and today's India.

CALVIN FERTIG,
Shamokin, Pa.



WRECKER falls through bridge near Myitkyina. Photo by Col. James C. Smoot.

CBlers Return to India

BY NEIL L. MAURER

"If there be paradise on earth, it is here, it is here, it is here."

When one of the great Mogul emperors of India uttered these words, some 400 years ago, he was undoubtedly thinking about the Vale of Kashmir. Tired of the world's troubles, Emperor Jahangir yearned for peace . . . and this was the nearest thing to paradise he had ever known.

High in the forbidding Himalayas, this valley is like a slab of jade, some 85 miles long and only 25 miles wide. Once reached only by road through tortuous mountain passes, it is now only a couple hours jet flight from the heat of New Delhi. You come in through 9,000-foot Banihal Pass, then drop down to the valley floor 5,000 to 6,000 feet above the sea. It is a valley of lakes, canals and gardens, surrounded by snow capped peaks.

Our Ex-CBI Roundup "Return to India" party went to Kashmir to spend three or four days relaxing on Dal Lake in a chartered houseboat. These durable boats go back to the days when the British and their families came to the valley to escape the heat of the plains. Although the British have gone with India's independence, the houseboat trade goes on. There are still British visitors, but

American and Indian tourists are more numerous.

Also True Today

History tells us that neighboring rulers have coveted Kashmir for more than 2,000 years. And history being written today indicates that times have not changed.

This seemed to be the most peaceful place in the world. Yet only a few miles away—to the west and also to the north—troops from Pakistan and India faced one another across an uneasy cease fire line that apparently is often violated by both sides. These two countries have been fighting over Kashmir since 1947, and the solution seems far away.

Not too many miles to the east of our quiet houseboat, Red Chinese still hold some 1,000 square miles of Indian territory taken only three years ago in the Ladakh area of Kashmir. Each morning during our stay, before dawn, Indian Air Force planes thundered over us carrying supplies from Srinagar airport to the defenders of Ladakh still facing the Reds. Just over the mountains to the north is Russia.

With the short-wave radio in our boat, we had no trouble bringing in the English-language news broadcasts from Radio Moscow and Radio Peking. Now and then we could pick up the Voice of Am-

1965 'Return to India' Tour Scheduled!

Another Roundup "Return to India" tour has been scheduled for 1965, leaving New York City via KLM Royal Dutch Airlines jet on Friday, October 1.

According to present plans the group will arrive in Amsterdam at 8 a.m. October 2, and remain there until 5:30 p.m. October 3. Arrival in India—at Calcutta—is scheduled for October 4.

Although the itinerary has not been completed, there will be a full schedule of sightseeing in India. Departure from Karachi, Pakistan, is set for October 21. There will be a couple days in Rome, and arrival in New York City will be on October 23.

Because of a very advantageous round trip fare to India, those who desire to do so may stay an additional six days in Europe with no additional air fare. Optional tours are available.

Anyone interested in joining the 1965 tour is invited to contact Ex-CBI Roundup, or to write D. W. Keyes, Vincennes Travel Service, 405 Main Street, Vincennes, Ind.

erica, but not for long. It was soon effectively jammed.

Atomic Blast

It was while we were in this peaceful valley that Red China entered the club of atomic nations with an explosion on the other side of the mountain range.

Natives of Kashmir seem to pay little or no attention to the strife about them. Eighty per cent Moslem in a Hindu-dominated land, one would think they would be working to join Pakistan. Yet it doesn't take long to discover that Kashmir comes first. Most of them, it seems, want independence . . . one is inclined to wonder how long an independent little Kashmir would be safe from the vultures over the mountains to the east.

Houseboat owners are excellent hosts, always thinking of the comfort and entertainment of their guests. Our party was housed in two boats, the "Cutty Sark" and the "Prince of Kashmir." Our hosts were the Siah brothers, Ahmed and Aziz, who were assisted by a crew of house-

boys with a charming young man named Abdul in charge. When the boys slept was a mystery . . . they were always on hand when anything was needed. They were most welcome when they built rousing fires in the little tin stoves at 5 a.m.

Our kitchen was in a separate boat, with a chef who had been with the Siah brothers and their late father, Sultan Siah, for a quarter of a century. The food he cooked in a mud oven was a gourmet's delight . . . we thought it best not to question its origin, and thus never made an inspection trip to the cook boat astern.

Travel by Shikara

Travel away from the houseboat is by shikara, a small craft in which passengers recline on colorful cushions—Oriental fashion. Tough Kashmiri paddlers squat astern . . . you don't have to go far until you begin to think you're a Mogul emperor yourself!

As the shikara furnishes your transportation away from the houseboat, so also does it bring the traveling salesmen. Ar-



HOUSEBOATS on which Roundup "Return to India" party stayed during visit to Kashmir in October were the "Cutty Sark" (left) and the "Prince of Kashmir." The boats were tied up on Dal Lake.

rival of newcomers seems to get around, and the merchants descend upon you. There are scores of them who glide about the lakes, selling everything from cigarettes to jewels, from flowers to fur coats. Their "Salaam, sahib" sounds on all sides.

If you happen to be in Kashmir this year, don't use the excuse that you're out of money to provide sales resistance to Kashmiri merchants. They'll take a check on your hometown bank!

Best defense is your houseboat owner. If it's your desire he'll have them come in, one at a time, and spread their handsome wares on the floor for careful inspection. Or he'll spread the word that you are not to be disturbed . . . then only an occasional tradesman will bother you.

The flower wallah is probably the least expensive. For a few rupees (each worth 21 cents), you can buy all the bright-hued flowers in his shikara.

Some of these merchants have been in business for many years. There is Butterfly, for instance, seller of exquisite creations in wool and silk, who was gliding about on Kashmir's lakes when CBIers were there during World War II. Abdul Gani has been tailoring for almost as long. And one name visitors never forget is Subhana the Worst, whose department store is still doing a terrific business.

Emperors' Gardens

Not far from our houseboat we visited the Mogul gardens, of which the Gardens of Shalimar are the best known and the

least attractive. The "pale hands I loved" glamor of Shalimar is marred by the fact that its famous fountains are used only occasionally, due to a shortage of water in the mountains. More beautiful gardens today—although as ancient as Shalimar—are Nishat and Chasma Shahi. They are enchanting places of great beauty.

Once used only by the Mogul emperors and their courts, today the gardens are for the people of the area. They picnic under the chinar trees, and their colorfully attired children play on the lawns.

Although it would seem that all Kashmiri are merchants, actually about 80 per cent are farmers. Many of these farmers live around the lakes, and some of the most productive land is either on "floating gardens" or man-made islands. The gardens are formed by cutting roots and vegetation from approximately six inches below the floor of the lake, allowing a long narrow strip to float to the top of the water. Soil is added; the strip is tethered with stakes to the shallow bed of the lake.

Builds Up Island

Each year the Kashmiri farmer dredges up dirt from the bottom of the lake and puts it on his island. Eventually the entire strip is built up to the point that it reaches the bottom of the lake . . . then it becomes a man-made permanent island rather than a floating garden. Trees are planted to help anchor it.



TREE-LINED ROAD leading out of Srinagar, toward Tangmarg and Gulmarg. Several heavily-loaded horse-drawn tongas may be seen on the road.

Because good flat land is scarce, the use of floating gardens permits an unusual use of lake area for growing crops. These are used chiefly for vegetables—lettuce, cauliflower, cucumbers, tomatoes, etc.

Weeds are pulled from the lake to fertilize the gardens. These are piled high on flat boats, after they are pulled from the lake with long poles. Kashmiri women in flat boats also pull up lotus for feeding cattle . . . with one or more children accompanying each one. Occasionally a child falls overboard . . . is skillfully picked from the water and work goes on.

In the evening the children themselves are out paddling shikaras on the placid lake, singing as they go. They seem to be as skillful as their elders.

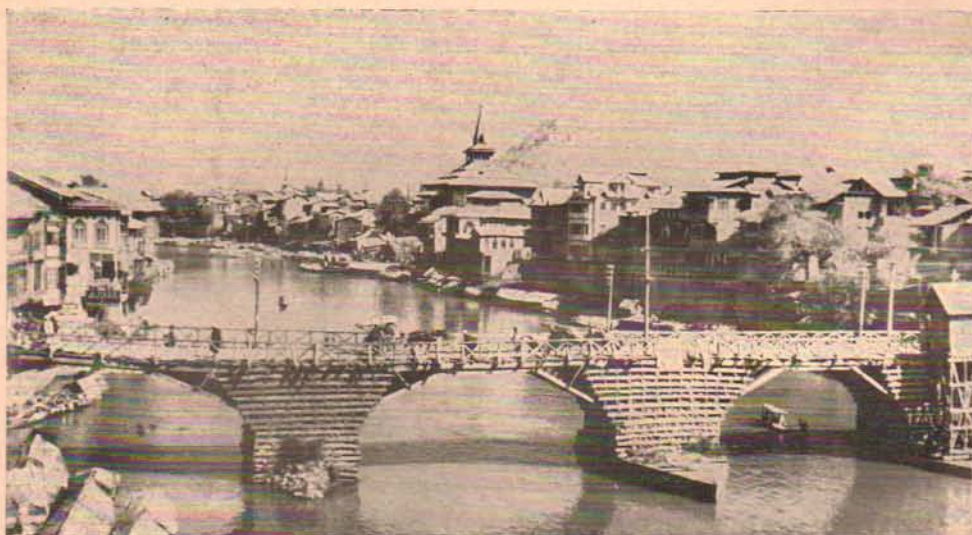
Venice of East

Srinagar is the capital city of Kashmir, and it is often known as the "Venice of the East." From either Dal Lake or Nagin Lake, you can go by shikara on the Jhelum River into the city . . . the river is the city's main thoroughfare and its shopping center as well. From it you can go into canals leading to various parts of the city. No point is more than a few minutes walk from a canal. There are many mosques and temples with shining domes, but this beauty exists in the midst of squalor.

As Kashmir's lakes are beautiful, so also are Kashmir's mountains. We visited one place of unusual beauty that was a favorite spot of the British in colonial days, known as Gulmarg. An hour's drive



PRINCE OF KASHMIR in this case is William R. Ziegler, past national commander of the China-Burma-India Veterans Association, relaxing on deck of houseboat by that name during Roundup's "Return to India" tour.



THIRD BRIDGE section of Srinagar, on the Jhelum River in Kashmir. This area houses the famed papier mache industry.

CBIers Return to India

from Srinagar we came to Tangmarg, at 7,000 feet the end of the trail as far as motor transportation was concerned. There we mounted bony horses for the last four miles and another climb of about 2,000 feet.

Gulmarg turned out to be a green meadow among mountain peaks, with golf course, neat rows of wooden buildings and shops. But shutters swung in the wind, and the only persons in sight were Indians having a picnic dinner near a dilapidated hotel. Since the British

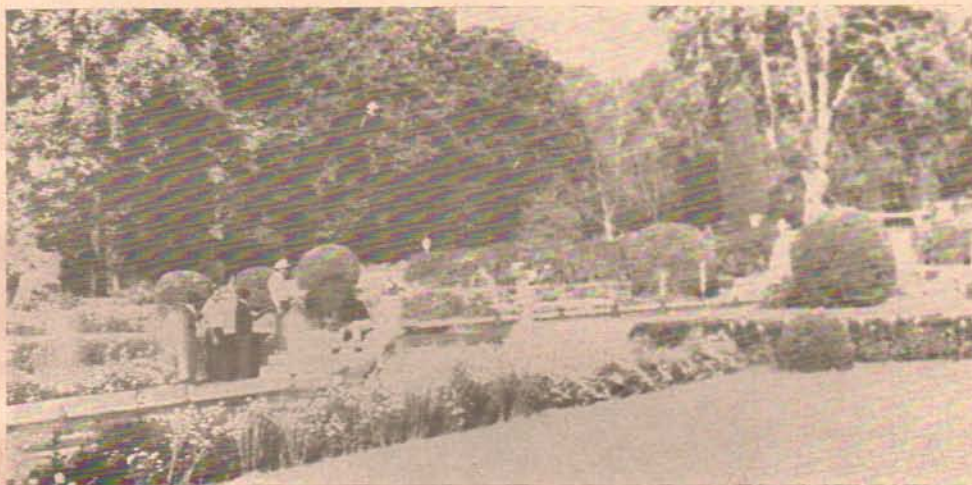
left, once-thriving Gulmarg has become a ghost town.

The Indian government is reported to have plans for Gulmarg, including some form of transportation other than the tough little Kashmir ponies. With new hotel facilities, it could become one of the favorite vacation spots of the Far East.

The future of Kashmir itself is uncertain, and it will undoubtedly be in the news during the years to come. For the friendly people who call it home, it will probably continue to be a paradise on earth.



SHIKARA glides across Dal Lake, with mountain peaks forming a background.



INDIAN motion picture company is shown filming a movie in Nishat Gardens, on Dal Lake in Kashmir. This is one of three beautiful gardens built by the Mogul emperors. (1964 Roundup photo)



News dispatches from recent issues
of *The Calcutta Statesman*

KRISHNAGAR—The District Magistrate of Nadia, by an order from the West Bengal Security Act, recently directed that shops, bazaars and other places of business except licensed pharmaceutical shops within a three-mile belt of the Indo-Pakistan border shall remain closed between dusk and dawn for a period of three months. The order also prohibits movement of livestock and any commodity in the zone between dusk and dawn. The order was issued with a view to preventing unlawful trade and smuggling in border areas.

NEW DELHI—Oil has been struck during test drilling in the Lakhua area, a few miles from Jorhat, Assam, according to authoritative sources here. Preliminary estimates of the reserve which is close to other oil-bearing tracts like Sibsagar and Rudrasagar, is 20 million tonnes. Drilling operations in the area are continuing.

NEW DELHI—The Government is contemplating further measures to stop smuggling of foreign liquor into India. It is said that foreign liquor is booked by air from internal cities like Delhi and Calcutta in the names of fictitious firms. Packages are labelled medicine or spare parts or light machinery and when delivery is taken, say at Bombay, they are rarely opened. Smuggled liquor is also carried in the personal luggage of passengers.

CALCUTTA—At least four more factories like the ITI in Bangalore are needed if India's demands for new telephone connections are to be met. According to Mr. J. R. Sengupta, general manager of Calcutta Telephones, there are 61,369 people on the waiting list for new connections in Calcutta alone. Many of them have been waiting since 1958. On an average, Calcutta Telephones receives 1,200 applications per month.

PATNA—A comedy of errors, involving two heavily veiled brides, took place recently at Bhabua, about 50 miles from here. Two bridal parties, one bound for Lodipur and the other for Durgawati, boarded the same bus. The two brides shared a seat away from the men. When the bus arrived at Bhabua, the man for Lodipur got down with the wrong bride. The bride soon realized her mistake. She

had an uncle living at Bhabua, and she proceeded to board a cycle-rickshaw in order to get to her uncle's place. It was then that the others realized their error. The other bride, on her way to Durgawati, declined the sweets offered her, saying that as it was "dashami," the 10th day of the lunar month, she was observing a fast. This alerted the men to their mistake, for the bridegroom's community did not observe fast on "dashami."

KARACHI—The first Pakistani ship carrying cargo and passengers on a regular service between China and Pakistan is expected to leave Karachi port about March 1. There will be two ships a month on the route, and negotiations are under way to increase this to five ships a month.

NEW DELHI—The Union Education Ministry is considering a proposal for setting up an "artists village" near Delhi where works of art of several countries would be exhibited every two years. It is reported that the French Government has shown "sympathetic interest" in the proposal.

NEW DELHI—There has been a strong demand for banning the import of the Encyclopaedia Britannica because of resentment at the action of the publishers in not showing Jammu and Kashmir as part of India. It has also been suggested that circulars should be sent to foreign universities and libraries to correct the wrong impression created by the encyclopaedia about India's sovereignty over Kashmir.

NEW DELHI—Air India services have been curtailed because of a shortage of pilots. One out of 10 services every week to the U.K. and one out of three services every week to Tokyo have been discontinued. It is reported that recruitment of pilots was completed last June, but could not take effect because of certain disputes raised by the Pilots' Guild.

CALCUTTA—Mr. A. V. Siderenko, Soviet Minister for Geology and Conservation of Mineral Resources, told a press conference here that there were big deposits of either oil or natural gas in the Calcutta area. The first well in potential oil fields between Calcutta and Canning was scheduled to be dug in March, he said. India had about 100 million tonnes of oil and about 30 billion cubic metres of natural gas which "were enough for the next 40 years." The oil reserves could be further increased by transforming one category of oil into another. Besides Assam and Gujarat, there were considerable deposits in the Gulf of Kutch, the Madras offshore area and the Gange-tic valley.

It's Fuel for Freedom

This is the story of the A-B-C Pipeline, the Assam-Burma-China section of the petroleum lifeline from the Calcutta docks to American bases in western China. Written by Sgt. Ray O. Howard and Cpl. Sherwin Lando of the Office of Public Relations, USF in IBT, it was released for publication near the end of the war. A yellowed copy of the mimeographed release was sent to Ex-CBI Roundup recently by Samuel L. Meranda.

Only a handful of pipeline engineers, newly flown from the states, were in the little bazaar town of Ledo, Assam, India, that October morning in 1943 when Col. Lewis A. Pick returned from an inspection tour.

"I must get that pipeline started," he commented, thinking of the sizeable stockpile of 4-inch invasion pipeline he had observed beside a railway siding. Putting the thought to action, the man who was to win world-wide fame and the two stars of a Major General for building the Ledo Road, gave orders which began the A B C Pipeline, Assam-Burma-China section of the world's longest military pipeline.

That historic day, Pfc. Mitchell Williams, little dreaming of the distinction

fate had in store for him, was unloading hay when he was told to take a five man detail from his Negro General Service Battalion and report to S/Sgt. Bill Watson and T/5 Fred Cabell at the stockpile.

While stacking the pipe, Williams had long conversations with Watson and Cabell about the technicalities of coupling pipe, but nothing happened until one day he and his crew found themselves caught up with their usual work.

Filled with the burning desire to push the war effort to the maximum, Williams decided that now was as good a time as any to start the pipeline and pump oil for the lamps of China. With no more ceremony than the command "Lets go!", the colored boys started coupling pipe, China bound on a line which was to traverse the world's most unbelievable terrain and encounter conditions that only a nightmare could conjure.

To the satisfaction of Lt. Clark Nickle, a Pipeline Officer, Williams was doing a good job of stringing pipe from a flat car and coupling it as he went. Each day, he would ask for "just a few more men" from his outfit, and soon he had an entire platoon and five miles of line ready for testing.

The work of these men was so exceptional that the entire "D" Company of the 382nd General Service Engineering Battalion was put at it, and they pushed the line on to the 25-mile mark. There white troops from Company A of the 209th Combat Engineers joined them, and the two companies "grasshoppered" one another until the line was completed to the 71-mile mark on 6 February 1944.

In those early days of pipeline construction, tools and supplies were at a premium. No wrenches were available, so ordnance companies made them from 1-inch pipe. A few Indian axes and shovels



CARGO is discharged from a liberty ship at Dock No. 2, King George Docks, Calcutta. Pipes for the Ledo pipeline are in the foreground. (U.S. Army photo)

were purchased and cable for suspensions was obtained from salvaged drag lines.

The work of the untrained engineers was almost completed before 2000 feet of cable and a large quantity of $\frac{3}{4}$ -inch rope arrived. With the use of the rope, trolleys were built to get the pipe over deep, impassable gorges into the jungle trace, where it was strung by the engineers.

No surveyors laid out the course of this line. Two men walked ahead with a few natives from the Gurhka country, cutting the trace in the more accessible places, usually paralleling the road, but taking every shortcut.

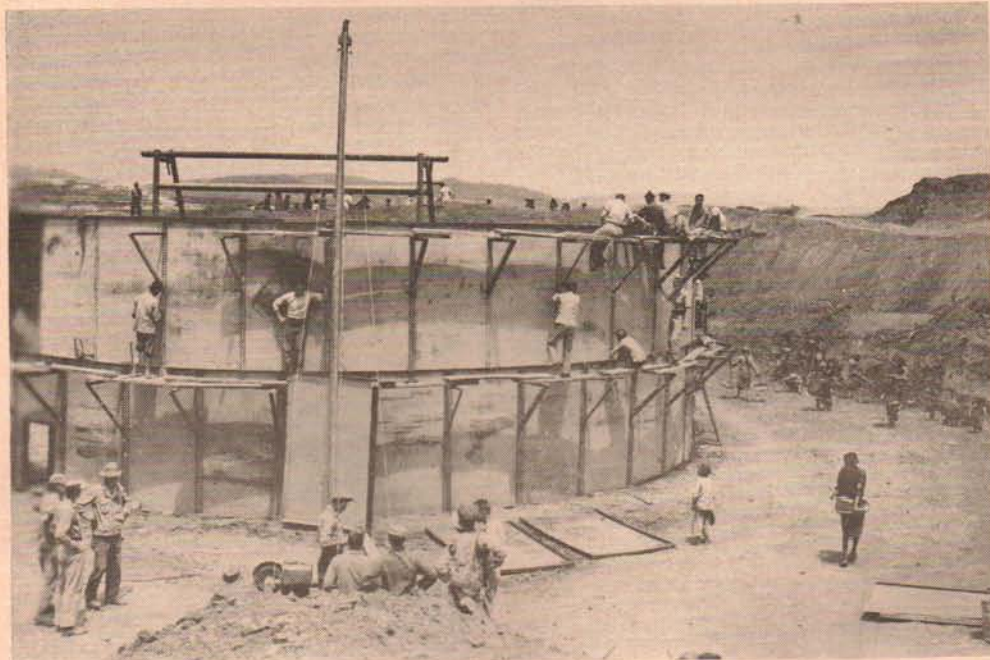
The Stilwell Road is a super highway by now by comparison to what it was in those days. Chinese student drivers gained experience by driving regular Army trucks up the unsurfaced road with supplies for the pipeline engineers. Access roads either did not exist, or were impassable, making it necessary for the men to dismantle the pump stations and carry them into the jungle on their shoulders.

The 6-inch pipeline from Calcutta was just getting started, so all gasoline used was supplied by air or from the Assam Oil Company Refinery at Digboi. The first POL refueling station was built at the Zero mile mark on the road, and on 4th February 1944, the first truck was fueled

directly from the Pipeline at Loglai situated at the 48-mile mark.

At this time, the 699, 706, and 775th Engineer Petroleum Distributing Companies arrived in Ledo and took over construction of the line. None of their trucks, welders, or other heavy equipment had yet reached the Theater, so the engineers were forced to borrow what they could from units working on the Ledo Road. Small tools which they had brought with them were found to be inadequate to cope with problems encountered in the mountainous jungle terrain. From the very first these specially trained pipeline engineers had to depend largely on their own ingenuity to keep the work progressing at the rapid pace set for it.

Transportation continued to be the biggest problem. Trucks depreciated rapidly in the heavy hauling they were subjected to over the mountainous roads. A set of brakes could be expected to last one month, and brake bands were almost unobtainable. Access roads were usually little more than jungle trails, but pipeline truck drivers became known up and down the Ledo Road for their ability to get a loaded vehicle into any place their truck wheels would touch the ground. Motor pool mechanics hardly knew how they kept their equipment rolling, but they



AMERICAN engineers and Chinese coolies rush the completion of a storage tank at the China terminal of the world's longest military pipeline from Calcutta, India. (U.S. Army photo)

did, and seldom was a vehicle deadlined for more than a few hours.

The vital urgency of the job was felt by all who worked day and night to speed the project. On 13 May the first aviation gasoline arrived at the strategic airbase of Shingbuiyang, but engineers did not pause. Another airstrip was under construction at the advance base of Tingkaw Sakan, and the pipeline must reach there for the opening of the field.

The long heralded monsoon struck in full fury in May and for the pipeliners it could not have arrived at a more undesirable time. Between Shingbuiyang and Tinghawk road engineers were going about the seemingly impossible job of bridging the 13-mile swamp which the monsoon had converted into an inland sea. A one-way causeway was in operation, but traffic was so heavy that pipeline engineers could not monopolize its use.

They were, however, given a high priority. Working mostly at night they took pipe from trucks moving at slow speed along the bridge and walked it into position through waist-deep mud and water. The pipe was coupled from boats and allowed to sink into the morass. When the water receded in December, it was found that the pipeline was all on dry ground, and the job could have been done under normal conditions in a fraction of time it actually took.

Needs of the road builders took priority on the first shipments of fuel through the line to Tinghawk. Gasoline and diesel oil arrived there on 10 June, relieving approximately 40 per cent of the truck shipments which previously had to battle causeway bottleneck. By 17 June, 100-octane aviation gasoline was being dispensed directly to fighter planes, bombers, and combat cargo planes at every airstrip then in the forward area.

The fury of the campaign to drive the Japs from North Burma was constantly mounting, and the demand for petroleum products increased proportionately. To meet the need, the 778, 779, and 780th Engineer Petroleum Companies were assigned the task of putting in a second line to parallel the first.

The line was always put into operation as fast as it was completed, which meant that more and more trained engineers were needed. In early August the 776th Engineer Petroleum Distribution Company arrived in Assam and was moved to Warazup, where another airfield was being built.

Shortly thereafter, the 709th, which had made a splendid record at B-29 bases in India and had been seasoned by work on the 6-inch line from Calcutta, was assigned to construction toward Warazup.



U.S. ENGINEERS carry pipe through water and swamp during construction of the China-Burma-India oil pipeline. (U.S. Army photo)

Here the pipeline entered the Mogaung valley, where jungle vegetation is reputedly the heaviest in all Northern Burma. The rains continued, and for a 45-day period, pipeline engineers in the area worked 12 hours a day without dry clothes. Few had even a dry bed to sleep in. Keeping personal equipment useable was one of the biggest problems at this time. A pair of heavy duty Army shoes had a life expectancy of ten days in the mud and water. Jungle boots came apart in less than a week. Clothing mildewed in water-proofed bags. Finally despairing of keeping dry, the men worked in the rain without being hampered by boots or raincoats.

The insistence of the monsoon and the jungle insects began to demand a heavy price on the health of the men. Malaria, dysentery, and typhus incapacitated a large per cent of the workers but still the work went on. Suppressive atabrine treatment and rigid malaria control became compulsory, and with its administration the malaria rate began to decline, until today it is negligible. Vitamin deficiencies caused by lack of sunshine and the Spartan diet imposed by absence of fresh meat and vegetables was partly remedied by the issue of a daily ration of vitamin tablets.

Leeches became one of the biggest nuisances to plague the workers. When a man stopped for a moment in the jungle the little creatures literally swarmed over

him. One of the standing jokes at this time was that blood plasma was sent through one of the lines to enable medics to replenish blood taken by the blood-sucking worms.

The stories about snakes and wild animals are legend, but there is no record of a pipeline engineer being harmed by either. Hunting offered about the only diversion for the men, and many tigers and pythons were killed. Deer abound in North Burma, and parties were regularly sent out to obtain venison for the mess halls.

Shortly after trained pipeline engineers took over construction work, Indian-Pioneer troops were assigned to work with them. These Indian soldiers are highly intelligent and their ability to live and work in the jungle made them invaluable to the Americans. They were primarily used to prepare pipeline trace, and to carry pipe and supplies into the swampy jungles, but their aptness for the work made it possible for them to supplement the skilled workers actually engaged in construction. Without the Pioneer troops the pipeline would have been built, but the cost in health to the American workers would have been tremendous.

Fighting for the strategic railway and supply city of Myitkyina was officially ended on 3rd August, and within nine days the 775th EPD Company had been flown into the battered airstrip and had received 20-miles of pipe by air.

The taking of the city by the legendary Merrill's Marauders with the able assistance of Combat Engineers and the American-trained Chinese soldiers made possible the final phase of the North Burma campaign. To take full advantage of the situation, air bases had to be expanded even before the road was completed there. Huge quantities of diesel fuel and aviation gasoline were needed immediately, and construction of a temporary pipeline offered the best remedy for the situation.

Before gasoline arrived at Warazup, engineers had begun construction of the temporary line by way of Kamaing and Mogaung, starting simultaneously at Myitkyina and Warazup. The only time the line was damaged by enemy action was at Warazup, when fragments from an exploding bomb punctured the line.

Only the combat trail existed between Warazup and Kamaing and it was impassable. Water was 4 to 5 feet deep along parts of the proposed right-of-way. Tractors pulling pipe sleds bogged down along the trail, and only pontons and assault boats were able to get the supplies into position. Some elephants were used, but they proved unsatisfactory because of the long trips and the inability

of the native handlers to understand the urgency of the work.

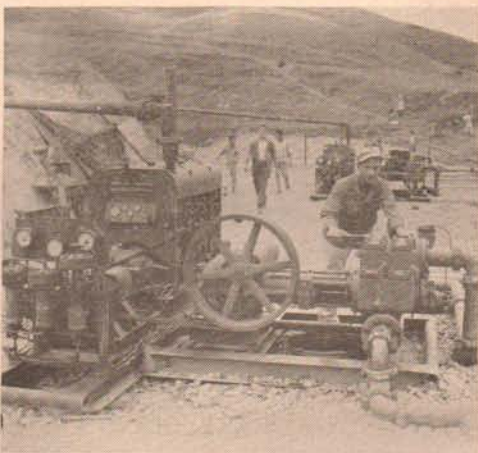
Pumps and pipe were sent by ponton rafts to Kamaing, where two American and some reclaimed Japanese trucks were available for use. In some places pipe was coupled into 60-foot sections on dry ground and floated into position.

One 700-foot welded section of the line was put across the Mogaung river at its highest flood stage. To accomplish this submarine crossing, 5000 feet of abandoned Japanese cable was obtained and stretched over the flood to a snatch block on a tree, and back to the dry side, where a truck could pull the line across. When the water receded it was discovered that 70 feet of pipe would have been sufficient.

Diesel fuel arrived at Myitkyina days ahead of schedule and soon 100-octane gasoline was flowing into the storage tanks at a rate of 200,000 gallons per day.

While the temporary line was being built, other pipeline engineers had started the permanent double line to parallel the road cut off to Myitkyina. Their work was completed and the line was in operation before the road was finished.

Never was there any pause in construction activities, while the line was being pushed to Myitkyina, other engineers had started it on toward the besieged city of Bhamo. One detachment was unloading pipe from combat cargo planes on the first day the newly captured airport in Bhamo was in operation. Three days after the fall of the Japanese stronghold, gasoline was being dispensed to trucks at the Bhamo POL, and engineers had by-passed



PUMPING station on the world's longest pipeline, in China, is repaired by S/Sgt. Leo Sapienza, Youngstown, Ohio, as other Americans and Chinese work in background. (U.S. Army photo)

the town to continue construction of the line toward China.

The success of the Northern Combat Area Command in clearing North Burma of the Japanese to open the land route to China was assured, but far from a reality in October 1944 when it was decided to start the pipeline back toward Burma from the China side. Simultaneous work on the pipeline from both directions was a necessity because the pipeline engineers could bypass the men doing the actual fighting.

A small group of engineers were flown over the Hump to establish Advance Headquarters of Pipeline Section. They were to prepare the way for large groups of trained pipeline personnel to follow.

While the ground work was being laid in China, the 779, 780, 1381, and 1382nd Engineer Petroleum Distribution Companies were at airbases in Assam, dismantling their equipment for air shipment. Soon personnel and supplies began to move out, and by the middle of November, over-the-Hump shipment of personnel and equipment had exceeded 500 tons and was rapidly mounting.

Advance Headquarters was a floating organization, being established progressively at Yunnanyi, Paoshan, Tsuyung, and Kunming. In its formative days, the Headquarters biggest job was to establish liason between the engineer supply sources of the India-Burma and China Theaters, but soon it was handling all

administrative work for China personnel and performing most of the engineering duties.

In early November survey parties were sent into the field to determine the best supply route for the petroleum lifeline. At times, their work was held up while Chinese Expeditionary Forces pushed the Japs back down the famous Burma Road. When their work was finished, it was found that by their utter disregard for the mountainous terrain they reduced the estimated length of the line by 200-miles. This represents a saving of over 4000 tons of supplies and seven months work for one company.

In some places the line scaled 9000 ft. mountains, or cut far off the road. To get pipe, pump stations and other equipment into seemingly impossible places, access roads were built, but even such roads were sometimes impassible for the hard pressed motorized equipment.

Thousands of Chinese coolies worked with the pipeline engineers, dismantling equipment and moving it into position on their shoulders. In one area pipe and supplies were carried over 11 miles in this manner.

Until two months after the opening of the Stilwell Road, every piece of equipment used in the China project came over the Hump by air. Thousands of tons of equipment and large forces of personnel were moved into the new Headquarters by Air Transport Command, Troop Carrier Command, and Combat Cargo planes.

While the first convoy over the Stilwell Road was waiting at Namhkam on 25 January for the road between there and Wanting to be cleared of the last Japanese, pipeline engineers too were waiting to connect the final link of their line.

The double line had been extended to Bhamo and was serving the planes, tanks, and trucks of combat units and road engineers in the area. The line had been pushed east from Bhamo over the most rugged mountains in Burma, and had crossed the Schweli river. It is interesting to note that where the line had come down from the mountains to the Schweli river valley, the pressure, caused by the tremendous drop in elevation, was so great that only heavy weight pipe could hold it.

The Salween river had been cleared of Japanese, and pipeline engineers were engaged in building a suspension bridge to carry pipe across the 5000 foot gorge. Only a few miles remained to be connected before the line would be complete to its major China terminal.

Supply in the China theater was never certain, but through improvising and the cooperation of the Chinese Service Forces, work never fell behind schedule. When



MEN of the 709th Standard Petroleum Distribution Company work on a four-inch suspended pipe at Pangsau, India. (U.S. Army photo)

the first gasoline arrived through the line at the first major Chinese-American base on 9 April 1945, six days had been cut out from the original target date.

The completion of the pipeline to China is a major military engineering achievement of this war. Without complete cooperation of forces fighting the Japanese in Burma and China, the engineers building the Ledo Road and those repairing and improving the Burma Road. . . without the overall spirit of cooperation and helpfulness of all forces in the two theaters, the petroleum lifeline could never have become a reality.

For the part it played in clearing the Japanese from North Burma and in the building of the Ledo Road, the pipeline was well worth its cost in effort and money. Now with a torrent of gasoline flowing through it to the defenders of freedom in China, it will no doubt be one of the deciding factors in the certain and ultimate annihilation of the Japanese aggressors on the Asiatic mainland.

Pipeline Facts

The 6-inch pipeline from Calcutta to Tinsuki is 750 miles long. A second 6-inch high-pressure line extends from Chittagong to Tinsuki. Two 4-inch lines and one 6-inch line extend to Myitkyina, two 4-inch lines go to Bhamo, and one 4-inch line goes on to advance bases beyond Kunming, China, making the total length of the line over 1800 miles. Hundreds of miles of feeder lines serve bases and depots in both the India-Burma and China Theaters.

In the ABC Pipeline system, there are over 50,000 tons of pipe and pipeline supplies in use, exclusive of equipment of the individual pipeline companies. Over one-half million joints of standard and invasion weight pipe are in use.

From the time the ABC Pipeline was started until V-J Day, over 150,000,000 gallons of fuel was delivered through the system to Allied troops in Northern Assam, Burma, and China. This is in addition to that delivered by the pipeline to points between Calcutta and Tinsuki and Chittagong and Tinsuki and does not include solid lubricants or white gasoline for generators, small motors, field stoves, and other purposes. The aggregate total of petroleum products delivered through the line is in excess of 528,000 short tons.

In full operation, the line is capable of delivering 70,000 tons of petroleum products to Myitkyina per month, or 42,000 tons to Myitkyina, 14,000 tons to Bhamo and 14,000 tons to China. This aggregate tonnage represents 14,000 sorties per month by planes which have been trans-

porting gasoline, or 23,000 sorties by combat cargo planes.

American soldiers worked over 1,000,000 man days in constructing the ABC Pipeline. Indian Pioneer troops, natives, and Chinese worked an additional 1,000,000 man days in constructing the ABC Pipeline along the surface of the ground, but it has been buried in some places, submerged in large rivers, suspended from cables over steep gorges and across other rivers. Over 100 miles of access roads were built by pipeline companies in order to construct the line.

In construction of the line, it was necessary to overcome 11,500 feet of elevation pressure and 23,500 feet of friction loss. Lowest elevation of the entire line is 300 feet in Assam. Highest elevation in Burma is 4,500 feet. In China the line reaches an elevation of 9,200 feet. Most of the Chinese section is above 7,000 feet, the lowest being 2,600 feet in the Salween Gorge. Fuel for pumps along the line is supplied from the line itself, and is stored at each pump station.

Dedication

"Not enough can be said of the accomplishments of the enlisted men of the Engineer Petroleum Distribution Companies. Often functioning as small construction units far from their parent unit, and without officer supervision, they performed the seemingly impossible by improvising to meet each special condition. Less than 10 per cent of their enlisted men had previous pipeline or oilfield experience, yet they have done a job more experienced but less hardy men might never have accomplished."

S/CHARLES L. PEASONER, JR.
Commanding Officer

Adv. Hqs., Pipeline Constr. Chi.

"There is no civilian counterpart for the world's longest pipeline to China. It is truly an outstanding engineering achievement of this war. It has not only contributed largely to the successful conclusion of the North Burma campaign and the building of the Ledo Road, but has been of inestimable value to the fighting forces in China. Every man who has participated in the building of this petroleum lifeline, no matter his branch of service, can be justly proud of the accomplished work."

S/LT. GEN. DAN I. SULTAN, USA
Commanding General, USF IBT

Tell Your Friends
about
Ex-CBI Roundup

They've Got the Right Idea in Nepal

By CONRAD FINK

KATMANDU, Nepal—If Nepal had any psychiatrists they'd soon go broke.

Here in Katmandu, with the world and most of its tensions far off on the other side of the surrounding Himalayas, no one seems to have a worry serious enough to warrant paying to have it solved.

Katmandu's "man in the street" (normally found sleepily squatting on the sunny side) is remarkably free of tension.

A newsman just in from the tense "outside" had difficulty finding anyone giving any thought to problems that have much of the world concerned.

Take Tulsi Narayan, who for most of his 50 years has squatted on the same corner of Juddha rd. selling fruit. Yawning, he consented to an interview through an interpreter.

"How's business, Tulsi?"

"All right. Some days I sell something. Some days I don't.

"Worried about war?"

"I wouldn't have to go. Only soldiers fight."

"Aren't you worried about the atomic bomb?"

"What's the atomic bomb?"

"How about the way the Soviets demoted Premier Khrushchev?"

"Who's he?"

And so it went, all the way down Juddha rd.

Ambling cows took the right-of-way and the mainstream of traffic—a few ancient cars, rickshaws and bicycles—swerved to the side or stopped. Any place that seemed to do for a halt and chat with the first passerby who happened along.

Women buzzed at each other from balconies overlooking the street. Children, ragged and filthy but happily unaware of it, scampered about. Merchants dozed over their displays.

Dilashadur Gurung, 22, an up-and-coming tobacco merchant, on a good day grosses the equivalent of \$3, nets considerably less. But it's enough.

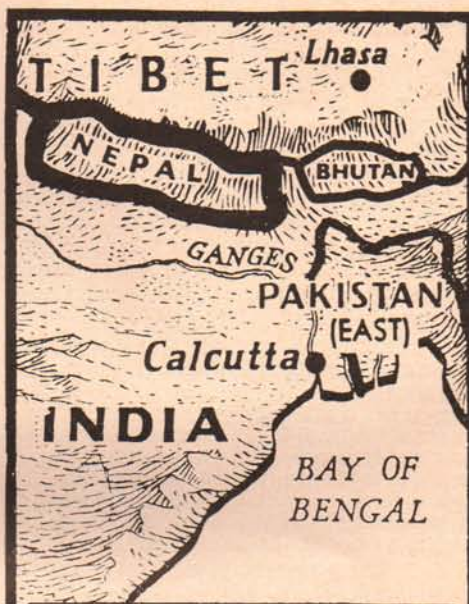
"How about your customers?" He was asked. "Aren't they afraid of smoking because of the official warnings about cancer?"

"What's cancer?" he asked.

This isn't to say there aren't any problems in Nepal. There are. This is a rugged, cold mountain country and it's pretty tough sometimes to scrape out a living.

It's just that few worry about it.

The government, personal arm of King



Mahendra, doesn't take things too seriously either.

Office hours are supposed to begin at 10 a.m. but 10:45 or 11 is much more realistic. Then there is lunch and a little snooze in the afternoon before everybody takes off at 4 p.m. so he won't be locked in the building when it closes at 5 p.m.

Nepal has an army of only 10,000 men. And since the world's two most populous nations, Communist China and India, are neighbors the sturdy 10,000 don't get too fired up about marching off to defend the borders.

At an improvised rifle range in a rice paddy outside Katmandu a nervous recruit cut loose with a gun and sprayed the countryside, almost shooting a few holes in a Buddhist temple where a dozen monks were chanting prayers.

The army officer in charge thought it was hilarious. He laughed and laughed.

For anything that does get a bit worrisome, there are two antidotes.

One is rakshi, a powerful beer brewed from fermented rice. A couple of slugs of rakshi and any problem is guaranteed to jump the Himalayas.

The other antidote is "bholi"—literally meaning tomorrow. "Bholi, bholi" (impatiently uttered) makes today a snap even if tomorrow may be a bit cluttered.

BOOK REVIEWS



INDIA'S EX-UNTOUCHABLES. By Harold Isaacs. John Day Co., New York. January 1965. \$4.50.

The author depicts the present plight of the 65,000,000 or so former Untouchables, now better known as members of the "Scheduled Castes," who are struggling against almost overwhelming odds to reach the level of other Indian citizens, despite the fact that the Untouchable category of Indian life has been legally abolished. Actual case histories are used to tell a terrific story.

BEHIND THE BURMA ROAD. By William R. Peers and Dean Brelis. Avon Book Division of Hearst Corp., New York, N.Y. November, 1964. Paperback, 75c.

This is the paperback edition of a book previously mentioned here, in which the commander and an agent of Detachment 101 of the O.S.S. tell how agents were recruited and trained and how they operated behind Japanese lines in Burma during World War II.

THE HUMANIST WAY IN ANCIENT CHINA. Works of Confucianism, edited by Ch'u Chai and Winberg Chai. Bantam Original (Matrix Edition in Philosophy). February, 1965. Paperback, 95c.

If you are interested in philosophy, you'll find enough material here to keep any devotee of Chinese philosophy busy thinking for at least four semesters. All the selections are preceded by historical and interpretative introductions.

NEHRU, THE FIRST SIXTY YEARS. Two volumes, edited by Dorothy Norman. John Day Company, New York. February, 1965. \$27.50 the set.

This two-volume edition of 1,500 pages, published on the 15th anniversary of the inauguration of the Republic of India, reflects much of India's modern history as well as the political thought of a great statesman. Chronologically arranged, with commentaries, these are selections from the late Jawaharlal Nehru's writings, speeches, statements, press conversations and documents, up to the founding of the Republic in 1950.

WHITE LOTUS. By John Hershey. Alfred A. Knopf, Inc., New York. January 1965. \$6.95.

The author uses this new novel to tell how a nation becomes enslaved, what debasement of spirit its people suffer, and how strongly they yearn for freedom.

The nation he describes is white, its masters are yellow. White Lotus, who grows up to be a leader in a passive rebellion, is a white girl of an Arizona village which has only remnants of 20th century civilization, some centuries hence. Sold into slavery, she is transported to China (although not called China in the story) in a slave ship. Book-of-the-Month Club selection for February.

THE BATTLE OF DIENBIENPHU. By Jules Roy. Harper & Row, New York. February, 1965. \$6.95.

This is a French writer's account of the Indochinese battle of Dienbienphu in 1954, based on research in Paris, Saigon and North Vietnam and from interviews with participants on both sides. The author, who says he aims at objectivity, blames French leadership for ordering or allowing an indefensible valley position to be fortified. The horror of the plight of the trapped French garrison is described, day by day.

THE ORDEAL OF MAJOR GRIGSBY. By John Sherlock. Dell Publishing Co., New York. February, 1965. Paperback, 60c.

This is an adventure novel set in Malaya in 1948. It concerns the clash between Major Grigsby, guerilla leader, and General Burke-White, the resident commander, who confines the civilian population in detention centers in an effort to combat Communist influence. This is the first novel by an author who served in the Royal Air Force in Malaya.

TWENTIETH CENTURY CHINA. By O. Edmund Clubb. Columbia University Press, New York. February, 1965. Paperback, \$2.75.

A book that was acclaimed last year when the same publisher brought out the hardcover edition. It is a thorough and comprehensive examination of China from the Boxer Rebellion of the Dowager Empress in 1900 to the present day. The author was a foreign service officer for 20 years, and the last U.S. Consul-General in Peiping.

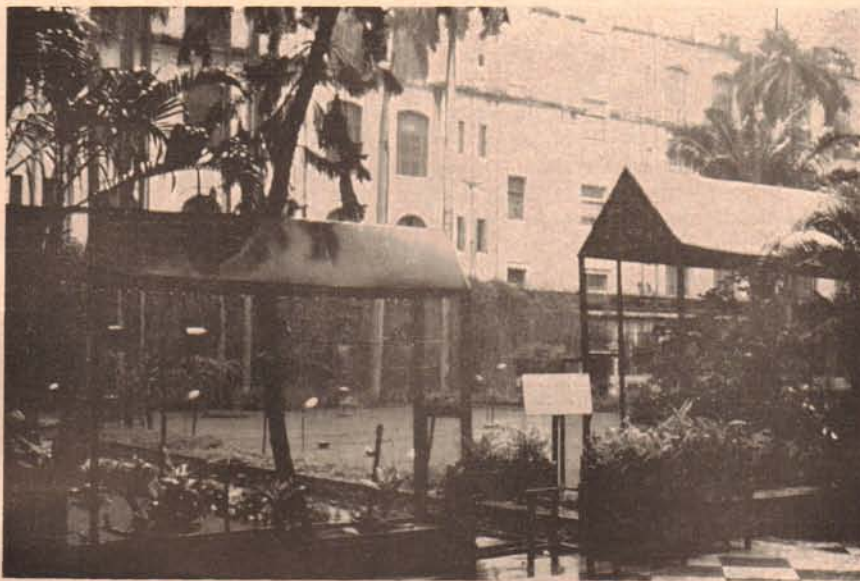
THE CHINA TANGLE. By Herbert Feis. Atheneum Publishers. New York. February, 1965. Paperback, \$2.75.

An examination, by a winner of the Pulitzer Prize for history, of the complexities of American policy in China from 1941 (Pearl Harbor) to 1946 (the Marshall mission). Mr. Feis attempts to reason out why our intentions, which seemed to be of the best, should have failed so miserably and why the Free World lost the Chinese mainland.

Changing Your Address?
Notify Roundup!



BARBERS in Calcutta, India, still shave their customers on the streets. There has been progress, however, in the last 20 years; now they use lather! (1964 Roundup photo)



REMEMBER the "Winter Gardens," large outdoor night club at the Grand Hotel in Calcutta? Here's how it looks now, on a rainy afternoon. (1964 Roundup photo)



INDIAN WOMAN carrying water on her head. Photo by Sidney R. Rose.

Iowa Spring Meeting

● The Iowa Basha of CBIVA will hold its spring meeting in Des Moines on Saturday, May 1, with headquarters at the Holiday Inn on Gray's Lake which has a heated swimming pool. More information on what is being planned as a "weekend in the capitol city of Iowa" will be announced later. However, Neil Maurer will be at this meeting to show colored slides taken on the trip back to India last October. This advance notice is to give CBIs a chance to be assured of room reservations at the Holiday Inn. Please send your reservations, as soon as possible, to Sahib Vernon Jones, 4002 Bowdoin St., Des Moines,

Iowa. There will be a hospitality room available for those arriving on Friday night, April 30.

RAY ALDERSON,
Iowa Basha Adjutant,
Dubuque, Iowa

Wartime Articles

● In the December 1964 issue there was a letter, which I believe was written with friendly intention, suggesting the printing of articles written in wartime was somewhat far-fetched. I do not go along with this veteran on this point, for to me those articles carry a great deal of interest and it seems to me they are quite fitting. I am amazed at the total circulation of Roundup. This is completely warrant-

ed and I am surprised and greatly pleased that so many veterans are aware of the magazine and are taking advantage of it.

HOWARD MACY,
Lynnville, Iowa

Enjoys India Reports

● Am enjoying your reports on trip to India.

AL FRANKEL,
Plymouth Meeting, Pa.

Fate of Mauretania

● In your February issue I read about what happened to the S.S. Brazil, which took some of our men over in 1942. That evening, while reading the Scranton Times, I read about what happened to the Mauretania. That ship took the 490th, 491st and 22nd Bomb Squadrons over along with many others. The items from London said: "The Cunard liner Mauretania, 35,655-ton veteran of the New York run, will be withdrawn from service in November. Cunard said, today it has not been decided whether she should be sold, scrapped or chartered. The Mauretania made her maiden voyage in 1939 and was in New York when World War II broke out. Like the Queen Elizabeth and Queen Mary she spent the war years as a troopship."

W. R. ATKINSON,
Scranton, Pa.

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EX-CBI ROUNDUP

P. O. Box 125

Laurens, Iowa

Commander's Message

by

Douglas J. Runk

National Commander
China-Burma-India
Veterans Assn.



Reunion time is just five months away! The dates are August 4, 5, 6 & 7, 1965, at Shamrock Hilton Hotel, Houston, Texas. Did you receive your Official Invitation from the Houston Basha? If you have not already done so, please return the ads to be included in Reunion Program as soon as possible. The Houston Basha continues to make big plans and we think the entertainment planned will be enjoyed by all. If the Houston group can assist you with your plans before or after Reunion, please write Reunion Chairman, R. C. Jones, 7714 Morely St., Houston, Texas.

News from around the country finds Sr. Vice Commander Joe Pohorsky and wife Ida making plans for winter vacation; Jr. Vice Commander North, Eddie Stipes, making plans for Ohio State Meeting April 24th in Toledo (which I plan to attend); Jr. Vice Commander West, Syd Wilson, along with Ray Kirkpatrick and Joel Springer, making plans for Chinese New Year Celebration; Adjutant-Finance Officer Joe Cicerello, and his Assistant Vera Seder busy mailing out National Membership Cards; Jr. Vice Commander South, "Pop" Steele, now living in San Diego. His new address is Hotel San Diego, Embassy Club, San Diego, California. Pop has been ill but is now on the road to full recovery. He is planning a trip to visit Bashas in the Southern area in the Spring. Hal Kretchmar and Public Relations Officer Mack Stansberry are busy getting out next issue of Sound-Off. Hats off to these members, they are doing a fine job!

News from Bashas — Newton Thomas has just been installed as Commander

This space is contributed to the CBIVA by Ex-CBI Roundup as a service to the many readers who are members of the Assn., of which Roundup is the official publication. It is important to remember that CBIVA and Roundup are entirely separate organizations. Your subscription to Roundup does not entitle you to membership in CBIVA, nor does your membership in CBIVA entitle you to a subscription to Roundup. You need not be a member of CBIVA in order to subscribe to Roundup and vice versa.
—Eds.

Houston Basha; Dick Poppe advises Queen City Basha (Cincinnati) has just elected new officers and National Surgeon General, Irving Nilson, is new Local Commander. John Novicky has been installed as Commander of the Mahoning Valley Basha (Youngstown); Chicago Commander Marcell A. Jansen reports active year planned for their Basha. Would enjoy hearing from other Basha Commanders as to your future activities.

Since the Dr. Gordon Seagrave Fund was established in 1962, many contributions have been received by the Committee. Hal Reinholt, Chairman of the Fund was advised that Dr. Seagrave, the Burma Surgeon, needed a new Jeep truck to replace the one abandoned to him some twenty years ago. This Committee began trying to make arrangements for the purchase of one for him through Kaiser Jeep Company in Ohio. Hal now advises that a jeep has been ordered and will be delivered sometime in the Spring. The C.B.I.V.A. Dr. Seagrave Fund is making a contribution toward the purchase of the jeep. I would like to express my sincere appreciation to Hal and his fine committee, as well as Phil Packard who contributed a great deal of time and effort toward this committee. This contribution is a fine example of the spirit and fellowship of the members of our C.B.I.V.A. Thanks to each of you.

Until next month, keep the mail coming and REMEMBER C.B.I.V.A. REUNION —HOUSTON—AUGUST—PLAN NOW!

CBI Lapel Pins

(Screw-on Type)

Price only \$1.00 each

Send For Yours Today

They are tiny—only ½-inch high, ¾-inch wide—but will catch the eye of any CBI-er you chance to meet.

Ex-CBI ROUNDUP

P. O. Box 125

Laurens, Iowa



FOUR MEMBERS of the armament section, 373rd Squadron, 308th Bomb Group (Heavy), 14th Air Force pose with "Ding How Dottie," veteran of 20 bombing missions. Photo by Harold F. Zwonechek.

Return to India

● Have been wanting to write to say how much I appreciate those fine articles resulting from the sojourn of last fall. Your thoughtful appraisal of business and life in India after 20 years answers innumerable questions about the nation and its political and other changes of major import, which questions have been coming to mind from time to time over the years. And those articles by Mrs. Maurer have been excellent. They provide a tremendously refreshing approach in setting forth the first impressions of the wife of a CBler, and then proceeding to give her own evaluation of what she saw of the way of life in that troubled and problem-loaded nation. Thus, the India trip of last year has been a wonderful episode for those of us who were unable to make the trip, as well as those of you who did. My wife and I would certainly like to be in position to make such a journey sometime. The group last year was of particular interest to me. Besides you and Mrs. Maurer, I know Bill Ziegler well. He was Engineer Supply Officer of the Calcutta area. While I

was a member of the 443rd Engineer Base Depot Company handling the Engineer Depot near the King George Docks, about half my time was spent under direct responsibility of the Engineer Supply Officer handling assignments at the various Engineer loading areas roundabout Calcutta. It was Ziegler who finally agreed to approve my application for reassignment to the Northern Combat Area Command, after it had been rejected several times by my company commander and by Ziegler's

predecessor as Engineer Supply Officer. I think possibly he just got tired of my popping into his office in the Hindustani Building at every excuse and broaching the question.

HOWARD MACY,
Lynnville, Iowa

375th Bomb Squadron

● During World War II, I was a member of the 375th Bomb Squadron, 308th Bomb Group, stationed in the 14th Air Force in China. A friend of mine has sent me a single page from, evidently, a monthly magazine you are publishing called *Ex-CBI Roundup*. Any information you might give me regarding this publication would be appreciated.

R. C. McCLURE
Mobile, Ala.

Hope to Return

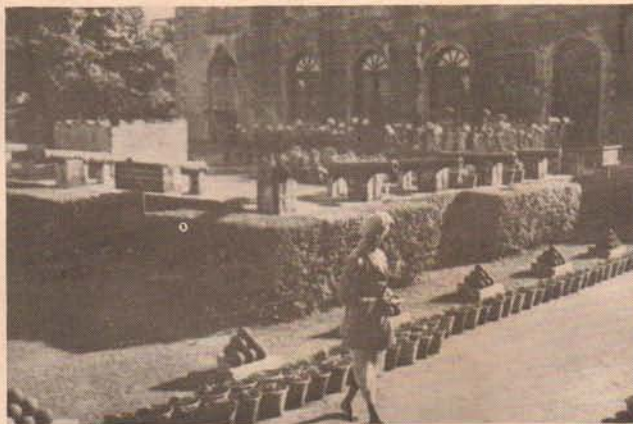
● The articles about the 1964 trip are most interesting. Hope to go back to India, especially Chabua and Assam, on one of your trips.

FRANK F. KELLEY,
Benton Harbor, Mich.

Ardent Reader

● My sister, who never saw CBI, is one of the most ardent readers of your fine magazine.

JAMES A. BANTON,
Tampa, Fla.



PARK and historical display in Lucknow, India. Photo by C. J. Sloanaker.

Here's Your Opportunity To Visit India Again!

Success of our 1964 tour . . . plus the fact that several who had expected to go were unable to make it last year . . . has prompted us to arrange a 1965 "Return to India" trip.

It is planned to leave New York City via KLM Royal Dutch Airlines jet on Friday, October 1, and to return on Saturday, October 23. The tour will include visits to Amsterdam and Rome, plus a full schedule in India from October 4 to October 21.

Those who desire to do so may stay an additional six days in Europe with no additional air fare. Optional tours are available.

For further information on the 1965 "Return to India" tour, write Ex-CBI Roundup, P. O. 125, Laurens, Iowa, or contact D. W. Keyes, Vincennes Travel Service, 405 Main Street, Vincennes, Indiana.

Don't Wait — Write Today